

CRUELTY TO BOSTON MAN IS RESENTED

THE SUNDAY AMERICAN.

THE SUNDAY AMERICAN

See cover.

NIECE OF SCHWAB FLOPES AND WEDS

PITTSBURGH, Pa., July 15.—Without the knowledge or consent of her uncle, Charles M. Schwab, his favorite niece, Miss Genevieve Mock, left her boarding school at Bryn Mawr and married Titus De Bobila of Pittsburgh.

A marriage license was procured on June 1 and the couple slipped away for a European honeymoon after a double wedding by a priest and a magistrate. A few days later the family of Miss Mock sent out the wedding announcements after hearing from the couple.

Mr. Schwab is said to be very much

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Prices

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Table 1

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STRAIGHT TIPS

FOR SPORT FANS

[illegible]

STRAIGHT TIPS—Please state in your valuable column whether Marvin Hart was ever defeated by Jack Johnson; if so, number of rounds.

SAV, YOU WEIGHTWEIGHTS, LOOK over for Heavy Middle. He is on the line with most of the crowd. A few of you to the ring. He says if Mike can't get the fight, he gives you with him, even for six rounds. He wants he able to go six rounds afterwards and then he'll take the fight. He says to take on Melody and Jim Moritz of Lowell in the name ring. As for Willie, he'll take the fight, even if he has to take on Melody and Jim Moritz of Lowell in the name ring. As for Willie, he'll take the fight, even if he has to take on Melody and Jim Moritz of Lowell in the name ring. As for Willie, he'll take the fight, even if he has to take on Melody and Jim Moritz of Lowell in the name ring.

Lewis had ten pounds in him. He is only too anxious to meet the New Yorker. Lewis will not have to search for him if he really wants to fight.

Straight Tip—Is a jerk who considered a straight tip as a gift or a piped up on his end and says like such JACK RILEY.
From some of the stuff we have had to

Spade gets credit for the loss.

Straight Tip—Please state if Red sits over a game from Ed Welch besides the one at the Casino. Don WINTERBURY says this. But he has won more than he has lost.

[illegible]

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80 AND 82 SUMMER ST., BOSTON, JULY 15, 1910.

What Would Seem "the Height of Affluence" TO YOU?

What Would You Need to Do in Order to Feel Yourself Really Rich and Independent?

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Nearly all Americans—born and imported—are striving for money. Nearly all of us want to be rich, very rich, and work to be rich. What is our idea, what is YOUR idea of being rich? What would you have to do, what particular demonstration of your wealth would make you feel that you were really affluent at last?

This question is raised by our humorous young friend, Mr. B. L. Taylor of Chicago.

He looks at it from the comic point of view. He says that one person's idea of "affluence" would be "to cast aside a veil as soon as it becomes stry.".

Another idea of affluence as quoted by him is, "To drop your carfare while trying to pay it, and watch it roll off the platform without feeling an impulse to jump after it."

The famous "Coal Oil Johnnie," one of the men made suddenly rich by kerosene oil, one of those that had vast sums to spend for a little while—before John D. Rockefeller organized them, corralled them and suppressed them—had various notions about "being affluent."

One of his ideas of "the height of affluence" was to hire a public stage on Fifth avenue in New York City all to himself and ride up and down with his friends in it.

Another of his ideas was to take a bath in champagne—filling the bathtub and floating in it, after he had taken as much as he could possibly swallow.

John D. Rockefeller, who succeeds all the "Coal Oil Johnnies," has other ideas of the "height of affluence." He has spent about twenty millions on the wonderful Chicago University, and other millions on his Institute of Scientific Research and his various philanthropic enterprises. His idea of the height of affluence and that of some other very rich Americans is to give money away intelligently.

Probably every one of us has some particular idea as to what would make him feel REALLY RICH. Mothers would feel really and truly rich if they could give their children everything that the children want. Some young men would feel REALLY RICH if they could stop work, spend their lives part of the time in a big, noisy automobile, and part of the time in a bigger, noisier restaurant.

Brief statements from our readers as to their idea of "The Height of Affluence" would be interesting, and we should be glad to print them.

You might write a letter to the editor as follows:
"My idea of the Height of Affluence would be—and then put in what your idea is. We all of us learn by finding out what our neighbors think—so let us know what you think would be the outward sign of real wealth."

The Flying Machine Will Kill a Few

But the Price in Lives Will Be Comparatively Small—AND CHEAP

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All over the world energetic human beings are climbing up into the air on machines of various kinds. The aeroplane, heavier than the air itself, glides along as you have seen a piece of paper glide, or as a playing card will glide through the air when you send it whirling from your hand."

This conquest of the air by man is new; it gives to certain young enthusiasts a chance to gratify their craving for excitement and applause. It has killed a number of the daring adventurers, and will undoubtedly kill a good many more.

But the death rate is not high; it is not expensive, and it may be said, with all sympathy, that those killed in flying machines can be spared perhaps better than some others—for they are, as a rule, men that would probably have done little or nothing had not the flying machine come along, so that in dying for the sake of a new human achievement, they do about the best thing that they could possibly do.

It isn't necessary to get hysterical about the long list of deaths, the "grim harvest" that death reaps in the conquest of the air.

The number of good, useful workmen killed in the building of the Brooklyn bridge or the digging of any one of the big tunnels far exceeds all those killed thus far in all the airship experiments.

And every one of these workmen, killed by "the bends" under air pressure, killed by falls from high buildings—any one of the railroad workers, of whom thousands are killed annually—is at least as valuable as any enthusiastic, prosperous young flying machine person.

The death of Rolls, son of an English baron, is one of the latest unhappy flying machine announcements. It is too bad that this courageous young man had to die, but at least he leaves no children to starve or go to work in early childhood, no widow to spend her last dollars on a funeral and her remaining days scrubbing floors or taking in washing to support the children of a father killed "in the regular course of industry."

Man's conquest of the air is a very cheap conquest indeed as regards money and as regards human life. Every little war has killed ten times, or a thousand times, as many men as the flying machine will kill.

Our "preserved beef" in the Spanish-American War and our badly managed "camp" were far more deadly than the aeroplane. The death of the flying machine man creates excitement; the death of the workman ground between two freight cars isn't even mentioned.

We all notice, with a sigh, the dead eagle falling from the clouds; we do not think much about the dead horse lying by the roadside—one death is as important as the other.

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